

Message

From: Lane, Jackie [Lane.Jackie@epa.gov]
Sent: 6/19/2018 10:54:06 PM
To: MacNicholl, Peter@DTSC [Peter.MacNicholl@dtsc.ca.gov]; Keller, Lynn [Keller.Lynn@epa.gov]; Pickens, Tammy@DTSC [Tammy.Pickens@dtsc.ca.gov]
CC: Fennessy, Christopher (christopher.fennessy@Rocket.com) [christopher.fennessy@Rocket.com]; MacDonald, Alex@Waterboards [Alex.MacDonald@waterboards.ca.gov]
Subject: RE: EPA notes from Pete's AR A40 RAP dry run

Peter: When we say keep your presentation explaining in laymen terms, here is a good example from the Aerojet CAG notes for last May. It explains what was done clearly without use of technical terms. It was given by Chris.

Area 40 is located east of Prairie City Road, south of Highway 50 and north of White Rock Road. It was operated or leased by Aerojet in the 1960s and 1970s for burning waste ammonium perchlorate on the ground as a method of disposing residual propellant. It was difficult to transfer perchlorate, so it was put in drums filled with water. In many cases, the way to remove perchlorate from rocket casings was to use solvent such as trichloroethylene (TCE) to get it out and clean the casing. They would collect the propellant and solvent in drums, fill the drums with water so it was safe to transport to Area 40. When it got to Area 40, two separation ponds were created to receive the drums, water and the ammonium perchlorate. The drums were decanted into the two separation ponds and the chunks of ammonium perchlorate were transferred from the ponds into burn areas. This went on for 5-7 years. Area 40 has been investigated since the late 1980s.

From: MacNicholl, Peter@DTSC [mailto:Peter.MacNicholl@dtsc.ca.gov]
Sent: Tuesday, June 19, 2018 10:58 AM
To: Keller, Lynn <Keller.Lynn@epa.gov>; Pickens, Tammy@DTSC <Tammy.Pickens@dtsc.ca.gov>
Cc: Lane, Jackie <Lane.Jackie@epa.gov>; Fennessy, Christopher (christopher.fennessy@Rocket.com) <christopher.fennessy@Rocket.com>; MacDonald, Alex@Waterboards <Alex.MacDonald@waterboards.ca.gov>
Subject: Re: EPA notes from Pete's AR A40 RAP dry run

Thanks Lynn. I will incorporate these recommendations and look forward to seeing you tomorrow evening.

-Pete

From: Keller, Lynn <Keller.Lynn@epa.gov>
Sent: Tuesday, June 19, 2018 10:51:27 AM
To: MacNicholl, Peter@DTSC; Pickens, Tammy@DTSC
Cc: Lane, Jackie; Fennessy, Christopher (christopher.fennessy@Rocket.com); MacDonald, Alex@Waterboards
Subject: EPA notes from Pete's AR A40 RAP dry run

Thanks for running through this with us, Pete!

Jackie and I have the following comments for your consideration:

- Have Tammy do intros (as you noted you would) – no need to repeat them after that.
- The Aerojet blow-up and vicinity map is a little confusing; try to simplify or make into separate slides so it's easily viewed from a distance.

- The history of Aerojet leasing/owning A40 is a little confusing if you could simplify your explanation of that-just the basics.
- Specifically state that A40 is part of the Aerojet Superfund site, still governed by Superfund law and the Superfund process.
- Before discussing the contamination, please define what is considered to be park and open space in common terms.
- Verbiage regarding PRB wall needs to be spoken in plain language; listing the more technical details on the slide is appropriate but be sure the explanation doesn't have acronyms and can be commonly understood. That goes for all of the preferred alternative components.
- Mention the other alternatives that were removed from consideration and why (in very general terms) to illustrate that finding the appropriate cleanup that is both aggressive enough and meets end use needs is a process.
- General comment: discuss preferred alternatives in simple language orally and leave more detail on the slides for consideration. Don't say any acronyms, say the entire name or describe it in common terms.
- Define RDIP.

Thanks very much for including us in your preparations for tomorrow night. Jackie and I go to battle with Bay area traffic at about 2:30pm; we'll get to the meeting as soon as possible.

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